

# CANADIAN NATIONAL RAILWAY'S PURCHASE OF THE EJ&E CN SAYS IT'S GOOD FOR ILLINOIS WE ASK, "HOW?"



## **CN claims there is a “Regional Benefit” to its plan:**

**MYTH 1:** CN says that 80 Chicagoland communities will benefit by seeing far fewer freight trains. But ...

**FACT 1:** Those 80 communities -- and their elected officials -- have been misled. Any freight traffic decrease will be short-lived – maybe three years at best.

- CN won't guarantee to those communities – as a condition of regulatory approval – that the tracks it vacates will not be utilized in the future by it or another railroad.
- CN's CEO has stated that its move off the line will “create more capacity.” He means capacity that other railroads can use as soon as CN moves on.

*So, this benefits the region how?*

**MYTH 2:** CN says this move won't hurt CREATE – the public-private rail partnership meant to reduce freight traffic congestion in the greater Chicagoland area. But...

**FACT 2:** CN is trying to create a second major regional freight corridor that will need a massive federal/state investment to create safety-related infrastructure improvements along its 198-mile span.

- If the federal and state governments don't have the funds available to build the CREATE infrastructure, why should we expect them to have funds available to make the EJ&E safe for the millions of cars and people that must cross it daily?

*So, this benefits the region how?*

**MYTH 3:** CN says that it plans to pay its “fair share” of mitigation costs associated with fixing the safety-related problems it is creating in dozens of communities along the EJ&E. But...

**FACT 3:** CN won't “show us the money!”

- In fact, CN admits that it is only willing to invest \$30 to \$40 million – an equivalent of about 7 days in annual profits – to fix the problem, insisting that the “bulk of the cost would have to come from federal and state governments.”
- With 133 grade-level crossings along the EJ&E, the cost of these grade separations will be astronomical – into the billions of dollars.
- CN – a foreign corporation with \$2 billion in annual profits -- is trying to convince American and Illinois taxpayers that we need to pay for the mess that it is creating!

*So, this benefits the region how?*

**MYTH 4:** CN says this deal “will help promote economic growth across the Region.” But...

**FACT 4:** CN is only interested in its own bottom line and creating a competitive advantage. This deal won't benefit the northern Illinois economy one bit.

- Much of the freight CN plans to send down the EJ&E is Intermodal traffic from the Port of Prince Rupert in Canada. These trains will use Chicago as a pass through – no jobs will be created or maintained at regional rail yards, so no economic benefits accrue to this region. In fact, CN admits that over 100 jobs in the region will be lost as a result of this transaction.
- The 198-mile EJ&E runs through dozens of “bedroom communities” that are home to the people who are the economic foundation to the greater Chicagoland economy. Many provide the residential neighborhoods and quality schools that attract people to the idea of living and working in the greater metropolitan area. The flow of commuter traffic will be continuously gridlocked as CN makes the EJ&E its “Interstate 294” of freight traffic.

*So, this benefits the region how?*

**We are not opposed to the free flow of commerce, but the real costs to Illinois residents need to be weighed against a bunch of phony “regional benefits.”**

**If this deal isn't approved, it won't mean that goods won't get to market.  
It just means they won't get there a few hours faster.**

**We need to stop this deal before it's too late!**

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